

APPENDIX A: PAST REPORTS

The following is a summary of existing plans, reports, and documents that were reviewed as part of the Comprehensive Plan process.

Citywide

Gary, Indiana Comprehensive Plan (1985)

This plan provides an overall look at the existing conditions in Gary in 1985, describes the City's goals and objectives, and provides land use and transportation plans for the City. Specifically, it provides a good baseline for conditions in the City 22 years ago and provides specific land use recommendations for each neighborhood.

Neighborhoods & Sub-Areas

Downtown Gary Retail and Office Market Assessment (2001)

The report was prepared for the Gary Urban Enterprise Association (GUEA) by QED Consulting and Lupke & Associates.

The plan identified several issues related to Downtown redevelopment, including:

- The need for a clearly designated lead agency to handle Downtown development;
- The need for increased residential development;
- The property tax rate is higher in Gary than in surrounding communities;
- Downtown levels of employment need to be maintained and strengthened;
- The presence of new regional retail competition.

Downtown Gary Retail Revitalization Strategy (2006)

Developed for the Gary, East Chicago, and Hammond Enterprise Zone by Community Design Economics, the Retail Revitalization Strategy sought to build upon recent residential and office development in the area and to provide recommendations for using the Enterprise Zone in improving the retail climate. The study found that a balanced strategy should be undertaken in promoting movement of local and independent retailers into many of the spaces while encouraging the growth and proliferation of small-scale, regional, and national franchises. Concerns were raised regarding the high level of public ownership of Downtown sites, the lack of

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parking in some locations, and the affect of suburban-style development on the character of the area.

Gary Riverfront Revival Plan (2004)

Prepared by the Delta Institute and the Grand Cal Task Force, this plan sought to improve the Grand Calumet riverfront area, particularly in the Ambridge Mann and Downtown West neighborhoods. Adjacent to heavy industry and transportation connections to the north, the Grand Calumet has long been heavily contaminated. A rehabilitated river and river frontage could be a major economic, aesthetic, and recreational amenity for the neighborhoods to the south.

The plan proposes cleaning up the river and redeveloping surrounding neighborhoods. It also shows a number on concepts for the riverfront area, including a Bridge Street boat launch enhancement, Ambridge Park enhancements, a redevelopment of the South Shore area of the Ambridge Mann neighborhood, conversion of the C-Lot (U.S. Steel detention pond site) to a park and museum, the creation of a Gary Green Link multi-use trail, and a connection between the C-Lot and Gateway Park.

South Shore Lakefront Redevelopment Plan (2006)

This plan was created by the Cities of Gary and East Chicago as an application for financial support from the Northwest Indiana Regional Development Authority. It was prepared by the respective city's Planning Departments, The Community Builders, and JJR, Inc. Proposed projects include a joint beachfront area composed of publically accessible parkland and walking paths, the creation of mixed-use development concepts, a municipal marina, and a finalized access road.

The University Park Concept Plan (2003)

This plan provides a survey of existing physical conditions, a market analysis, a set of vision and planning principles, and development concepts for the University Park neighborhood. It was prepared for the City of Gary by a team comprised of SOM, Arthur Andersen, Indiana Lakeshore, and Indiana University Northwest.

As defined by the plan, University Park is the area within a one-mile radius of Indiana University Northwest. Although more stable and in better shape than other Gary neighborhoods, the area suffered from population loss, decaying institutions, lack of large parcels, and underdeveloped retail. The plan identifies a number of opportunities, including slowing population loss, strong institutions, and room for neighborhood and regional retail growth.

Key concepts for University Park, from the plan, include the following:

- Strengthen residential neighborhoods with renovated, infill, and new housing stock.

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- Support the growth and interconnectivity of community anchors such as Indiana University Northwest, Ivy Tech, and the Gary Career Center.
- Rehabilitate Broadway as a multi-purpose “Main Street” with distinct university, neighborhood retail, and city street sections.
- Expand regional retail/service space at the highway interchanges with retail, grocery, and hotel uses.
- Create a sense of arrival and identity.
- Enhance open space through trails along the Calumet River, links between parks, community gardens, and a new community park at Franklin Elementary.

Development Standards and Guidelines for Planned Shopping Center Districts (2005)

The report was prepared by Community Design Economic for the City of Gary, and provides standards and guidelines for the Borman Expressway (I-80/I-94)/Grant Street interchange. Due to high traffic volumes, this location provides the best opportunity for increased regional retail, and the City wants to ensure the development of high-quality shopping centers.

Horace Mann Community Revitalization Plan (2003)

This plan provides specific strategies and an implementation schedule for the revitalization of Horace Mann, one of Gary’s oldest and most historic residential areas. It was prepared by the Community Builders, Inc.

The study found that Horace Mann (also known as Ambridge Mann) followed similar population and housing stock trends compared to other parts of Gary. The neighborhood had stable residential in the southwest and deteriorating housing conditions along its eastern boundary. Other issues identified included heavy truck traffic along 4th and 5th Avenues, small, isolated brownfield sites, and pollution in the Grand Calumet River.

The Plan identified several strategies for the improvement of the area, including:

- The redevelopment of the South Shore District with market-rate, single-family homes;
- The redevelopment of the area adjacent to downtown in conjunction with HOPE VI developments;
- Changing 4th and 5th Avenues from truck routes to neighborhood-oriented streets;
- Upgrading infrastructure and improving the streetscaping;
- Relinking the neighborhood to the South Shore Line through improved transit service;
- Combating blight with code enforcement.

Parks, Open Space & Environment

Gary Green Link Plan (2003)

This plan, created through a grant from the Indiana Department of Natural Resources, creates a framework for developing a system of interconnected natural resources corridors that would encircle the City. The corridors would enable the creation of a thirty-mile trail system, including linkages between Gleason Park in the south and Marquette Park along Lake Michigan.

Calumet Ecological Park Feasibility Study (1998)

The study, conducted by the National Park Service, evaluated the feasibility of creating an ecological park in Cook County, Illinois and Indiana's Porter and Lake counties. The park would include the beaches, marshes, moraines, small ponds, dunes, and other natural features at the southwest corner of Lake Michigan. The study describes the natural, cultural, and recreational resources of the region, details issues and opportunities for the area, and lists goals and strategies. The study found that the ecological park was not feasible as part of the National Park Service. Possible alternatives included an expanded Illinois and Michigan Canal National Heritage Corridor or a National Heritage Area designation.

The Calumet Area Ecological Management Strategy (2002)

The study, conducted by the State of Illinois and the City of Chicago with the cooperation of the U.S. Forest Service, proposed a strategy for advancing both economic and ecological interests in the Calumet area, which is in Chicago but is part of the larger Calumet Region that stretches into East Gary. The study contains management strategies to improve the natural environment.

The Coastal Historic and Cultural Resources Study of the Lake Michigan Watershed (2000)

This provides an inventory of historic and cultural resources and includes information on the cultural and historic throughout the Lake Michigan Watershed, including a majority of Gary.

Watershed Management Plan For Lake, Porter, And LaPorte Counties (2005)

This report sought to develop a framework for water quality improvements and planning within the Northwestern Indiana Regional Planning Commission's (NIRPC) planning area.

Indiana Lake Michigan Coastal Program (2005)

This program had the following goals:

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- Increase public access.
- Decrease coastal hazards (i.e. preserving lakefront dunes).
- Protect underwater archeological resources.
- Inventory and protect wetlands, including bolstering the monitoring of on-site septic systems.

Industrial

Route 912 Industrial Park: Conceptual Master Plan (2001)

This plan was created (following a market study conducted in 1998) to guide the development of a 470-acre site along Route 912 (Cline Avenue) into an industrial/business park. The plan was prepared for the Gary Urban Enterprise Association by the Northern Indiana Center for Land Reuse, the Lakota Group, and V3 Consultants.

The market analysis component found potential growth in supplier companies providing services to large manufacturing companies, heavy construction, electric and gas services, pipelines, industrial machinery, and rubber and plastics manufacturing. Potential was also found for warehousing/distribution, intermodal transportation facilities, and an “eco-industrial” park.

This master plan provides development/redevelopment concepts, including expansion of the site to the south by an additional 300 acres. Proposed uses include industrial flex space, a foreign trade zone center, and an INDOT truck facility.

Transportation

Northwest Indiana Regional Transportation Plan 2030 Connections Update (2007)

This plan/update suggested:

- A four-lane marina access road from SR 912 to Buffington Harbor;
- The widening of I-80/I-90 from six to eight lanes between S.R. 912 and I-65;
- The reconstruction and widening of I-90 from four to six lanes.

Gary/Chicago Airport Master Plan Update (2004)

Proposed changes to the Gary/Chicago Airport and surrounding area include:

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- Extension of the northwest-southeast runway to the northwest;
- Rerouting of the EJ&E railroad track around the extended runway;
- Property acquisition to the northwest and the southeast of the airport, including properties near Clark Road Station;
- Passenger terminal expansion.

Citywide Traffic Study (2001)

This report, compiled by Midwest Engineering & Testing Services, Inc. for the City of Gary, looked at traffic conditions throughout the City to determine future needs of signalized intersections. It found that the existing system and control equipment is obsolete, mainly due to its inability to monitor and respond to traffic. The high number of accidents, particularly along Grant Street and Ridge Road, were also cited as problems.

Marquette Plan (2005)

Executive Summary

The Marquette Plan was intended as a “catalyst for rebirth” along a 21-mile segment of Lake Michigan including Gary’s 11 miles of lakefront. The forward-thinking plan suggest creating an interconnected corridor of dune, swale, river, lake, beach, and reclaimed industrial canals that marks a new direction from the industrial brownfield setting that now dominates. It is also a comprehensive land use vision for the corridor. The Executive Summary states that the plan seeks to:

- Recognize the lake as the most important asset in the region;
- Increase public shoreline access;
- Establish physical, social, and economic connections, including a continuous trail network linking people to the lake, to features along it, and to each other;
- Change perceptions of the lakefront and lakefront communities as a destination and as a place that attracts new residents and new investment;
- Recognize a changing economy in the region and capitalize on new opportunities (such as technologies associated with the remediation and re-use of industrial brownfield properties) that could result in a campus of new employers with this focus; a “remediopolis”;
- Leverage available resources to broaden the pool of funds and support needed to achieve the plan’s vision;

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- Continue to expand the partnerships that are necessary to achieve the vision.

More specifically, it recommends:

- The potential reuse of industrial land around Buffington Harbor for entertainment and open space uses, including a new scenic byway, a multi-use trail, and improved lakefront public access;
- The creation of a lakefront ecological park;
- Consolidation of the U.S. Steel site;
- New open space along Lake Michigan east of the shipping canal, including new access from Tennessee Street, scenic overlooks, and water-based recreation;
- Reuse of the rest of the industrial land east of the shipping canal;
- Restoration of the Grand Calumet River, as well as new water links and riverside trails;
- Improvement to the Lake Street corridor to encourage greater tourism, including transit-oriented development and a “Lakefront Learning Campus.”

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